PROTOTYPICAL PLANS OF STANDARD AREA TREATMENTS

Prototypical plans have been developed for the following elements and conditions within the city:

- *City Portal - three types*
- *Major Arterials*
- *University Drive and Texas Avenue*
- *Minor Arterials*
- *Collectors*
- *Streets crossing Floodplains and Parks*
- *Typical Intersection Medians*
- *Special Intersections*
- *Major Intersections*

City Portals

As was mentioned previously, entries into the city have been identified as to importance and prototypical plans reflect this hierarchy.

Type One Portals. Type One Portals are the most prominent entries to the city and are located at the intersection of Texas Avenue and Highway 6 By-pass, University Drive and the Highway 6 By-pass and University Drive and FM 2818.

The University Drive portals at the East By-pass and FM 2818 involve overpasses and large expanses of open space within which to develop the portal. It is recommended that the overpasses be utilized by placing on them a sign blade that announces the name of the City and points the direction to College Station. Plantings of large evergreens, masses of crape myrtle and wild flowers in large drifts complete the portal. Refer to **Figure 44** and **Exhibit 15.**

Because of the configuration of the Texas Avenue/Highway 6 interchange, a modified arrangement is recommended in which the sign blade occurs at ground level north of the interchange. Planted with masses of evergreens and flowering trees this entry sign will come into view as the motorist passes beneath the overpass (north bound) or exits the by-pass (south bound). Refer to **Figure 46.**

The Highway 30 (Harvey Road) and Highway 6 By-pass intersection should also be considered a Type One Portal because of the nearby location of Post Oak Mall. Because of the configuration of the overpass, signage design and placement should be similar to the Texas Avenue/Highway 6 portal.

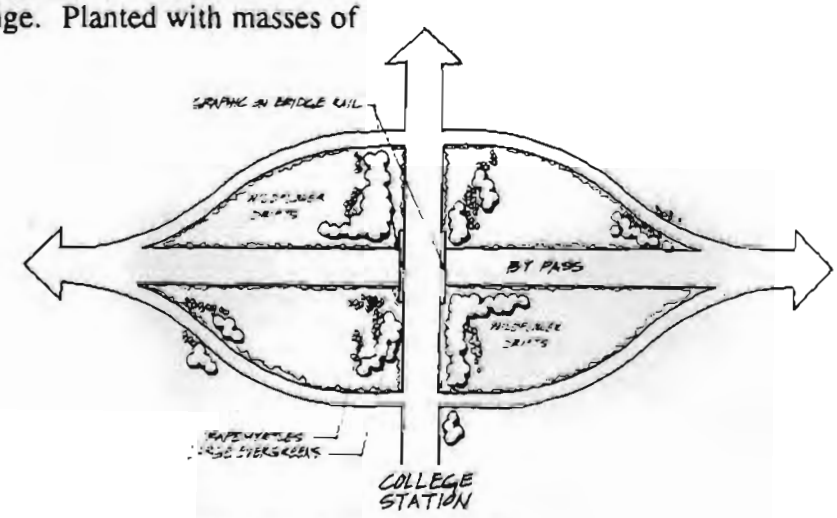
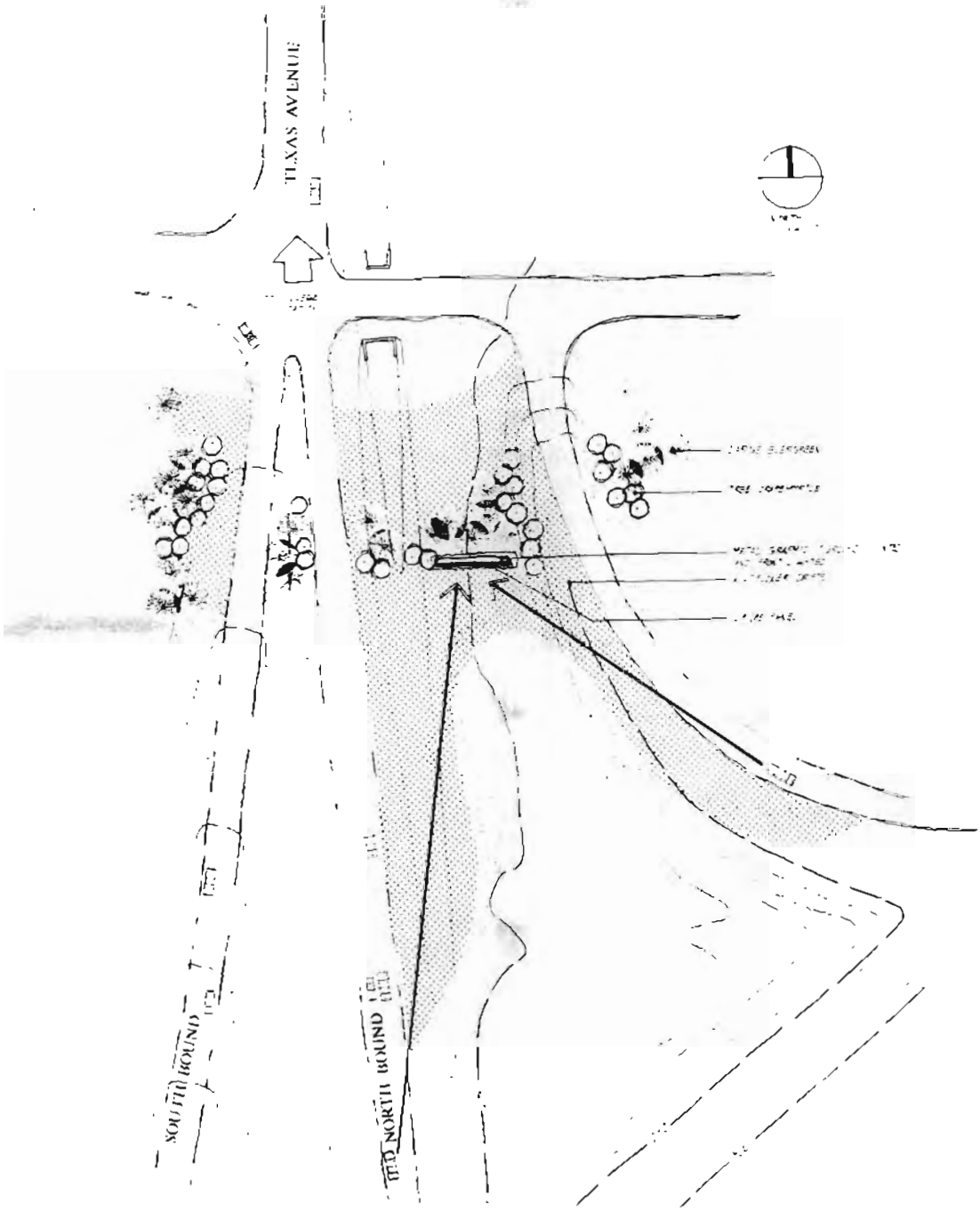


Figure 45 - Type One Portal



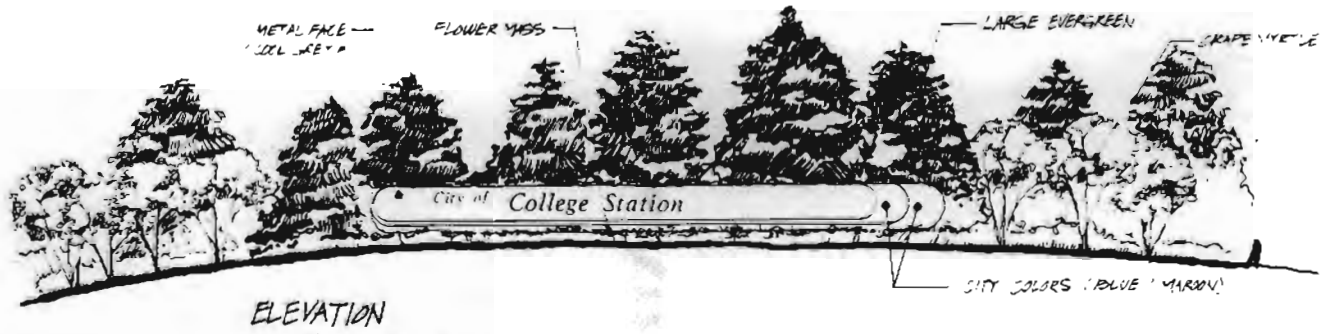
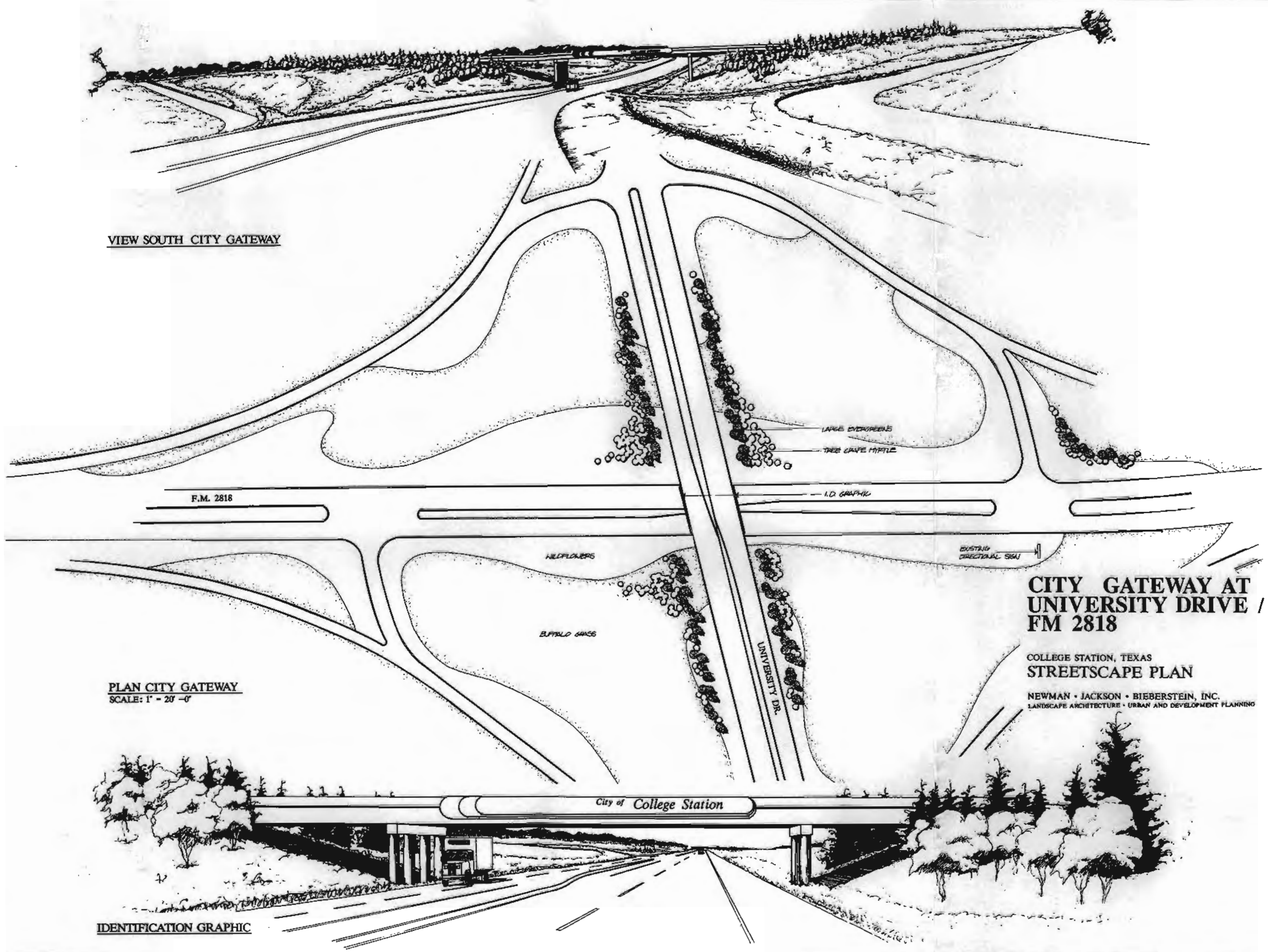


Figure 46 - Type One Portal Modified - Texas/Highway 6 By-Pass



CITY GATEWAY AT UNIVERSITY DRIVE / FM 2818

COLLEGE STATION, TEXAS

STREETSCAPE PLAN

NEWMAN • JACKSON • BIEBERSTEIN, INC.
LANDSCAPE ARCHITECTURE • URBAN AND DEVELOPMENT PLANNING

Type Two Portal. The following intersections are identified as Type Two Portals:

- East By-Pass and Emerald Parkway
- East By-Pass and Southwest Parkway
- Texas Avenue at Bryan City Limit
- South College Avenue at Bryan City Limit

These portals are comprised of a low profile sign panel announcing the name of the city and are located on the right side of the roadway as motorists approach. Immediately around the sign are low plantings of groundcover and seasonal color. Bordering each R.O.W. in locations where no existing trees conflict would be rows of large evergreens with informal groupings of flowering trees. In instances where a median occurs at the portal, (Emerald Parkway and East By-Pass) the sign panel shall be located in the median and be backdropped with large evergreen trees. Refer to **Figures 47** and **48** for illustrations of Type Two Portals.

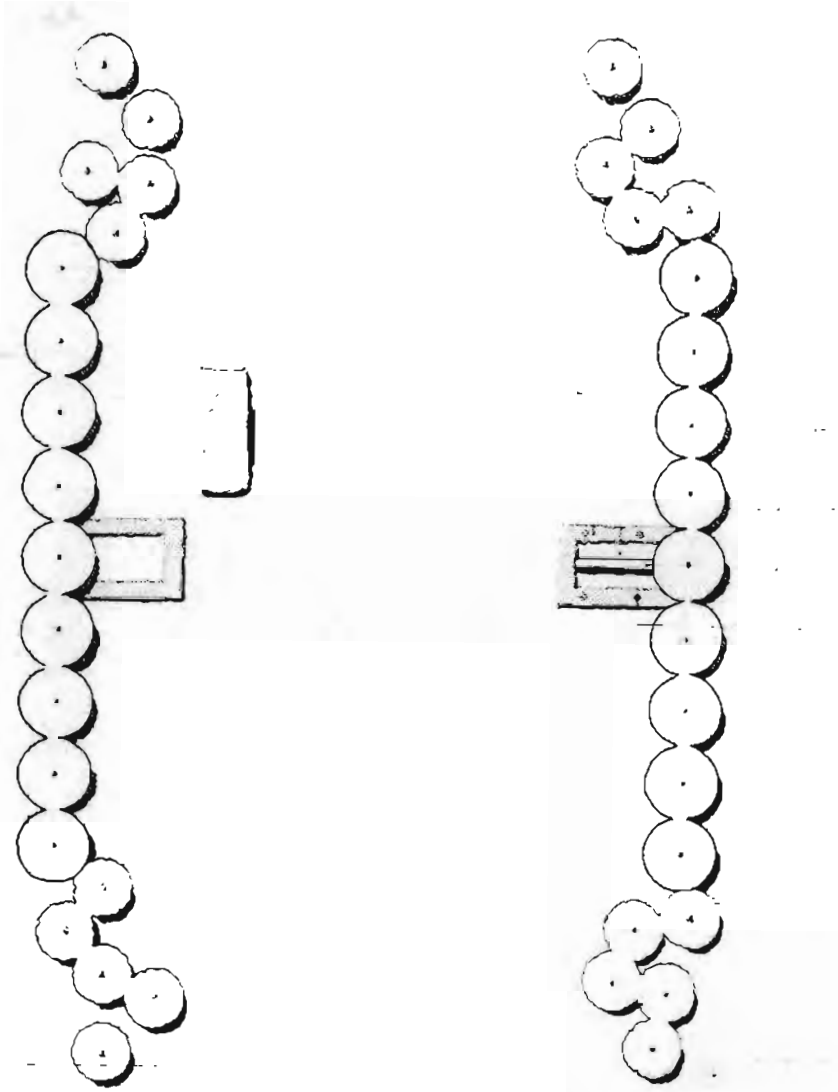


Figure 47 - Plan Type Two Portal

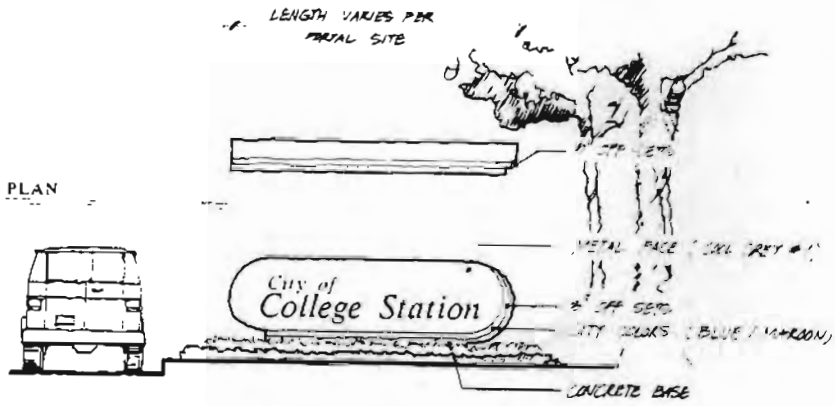
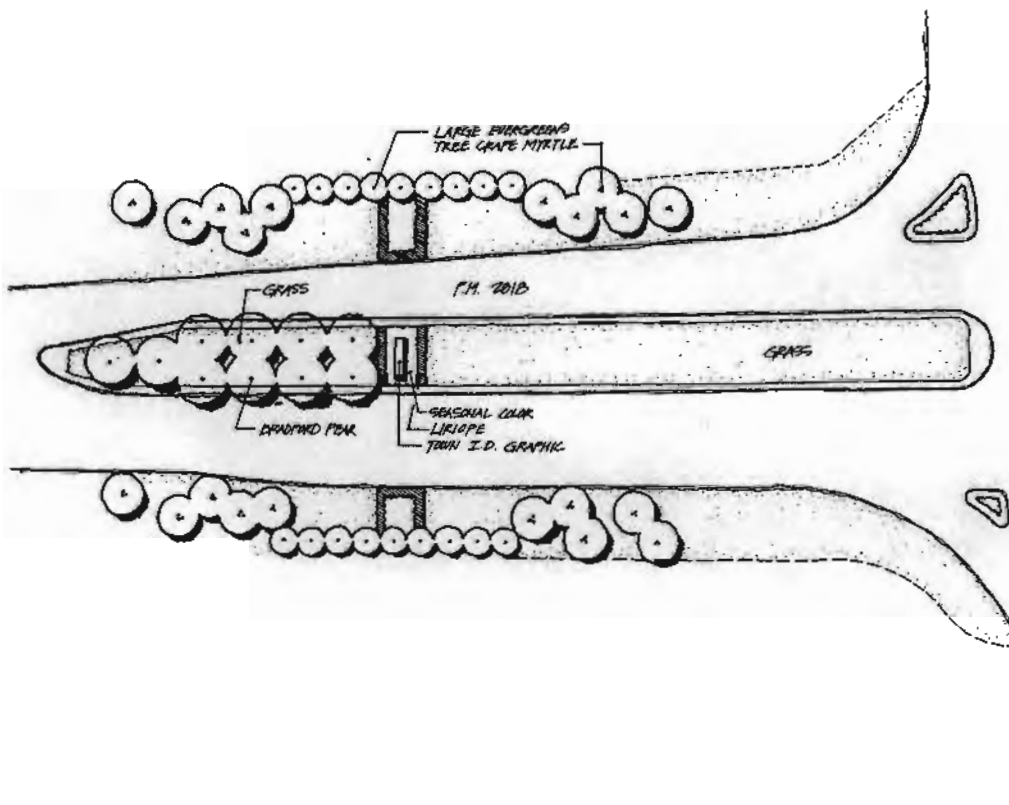
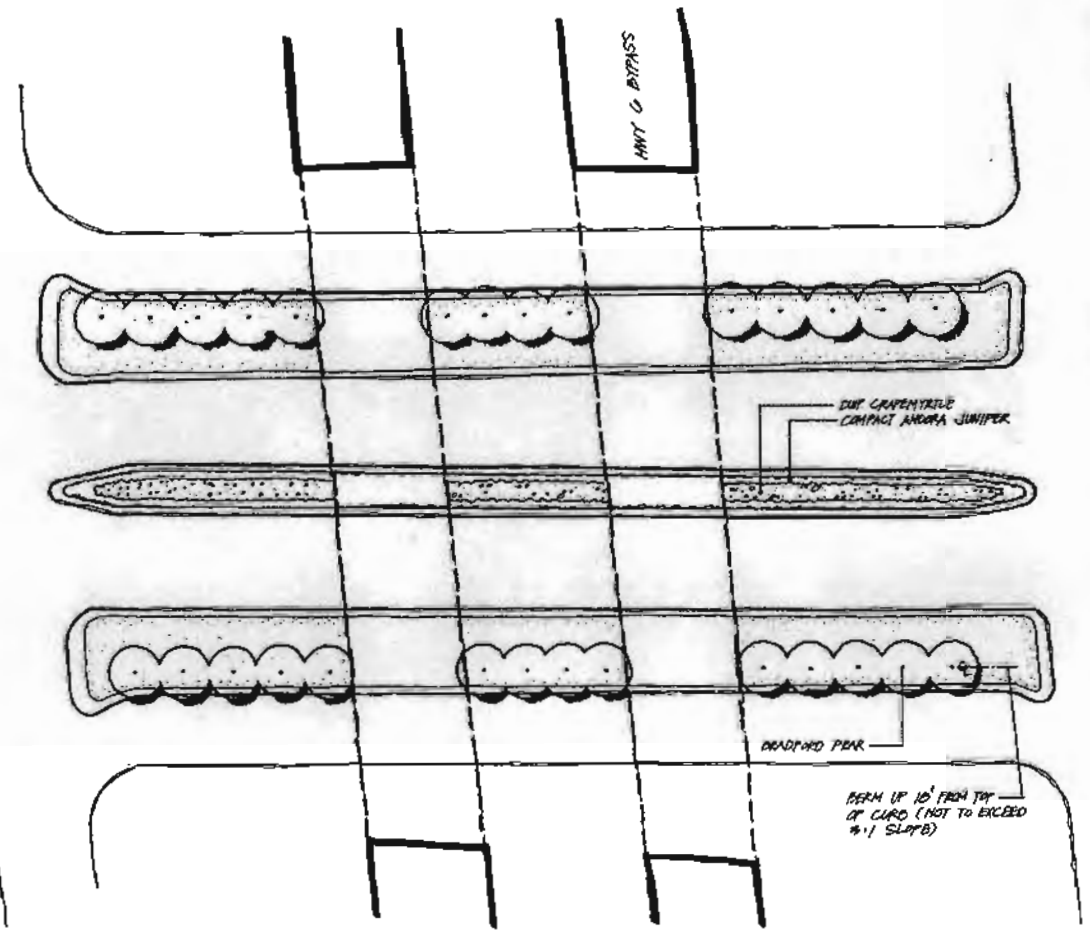
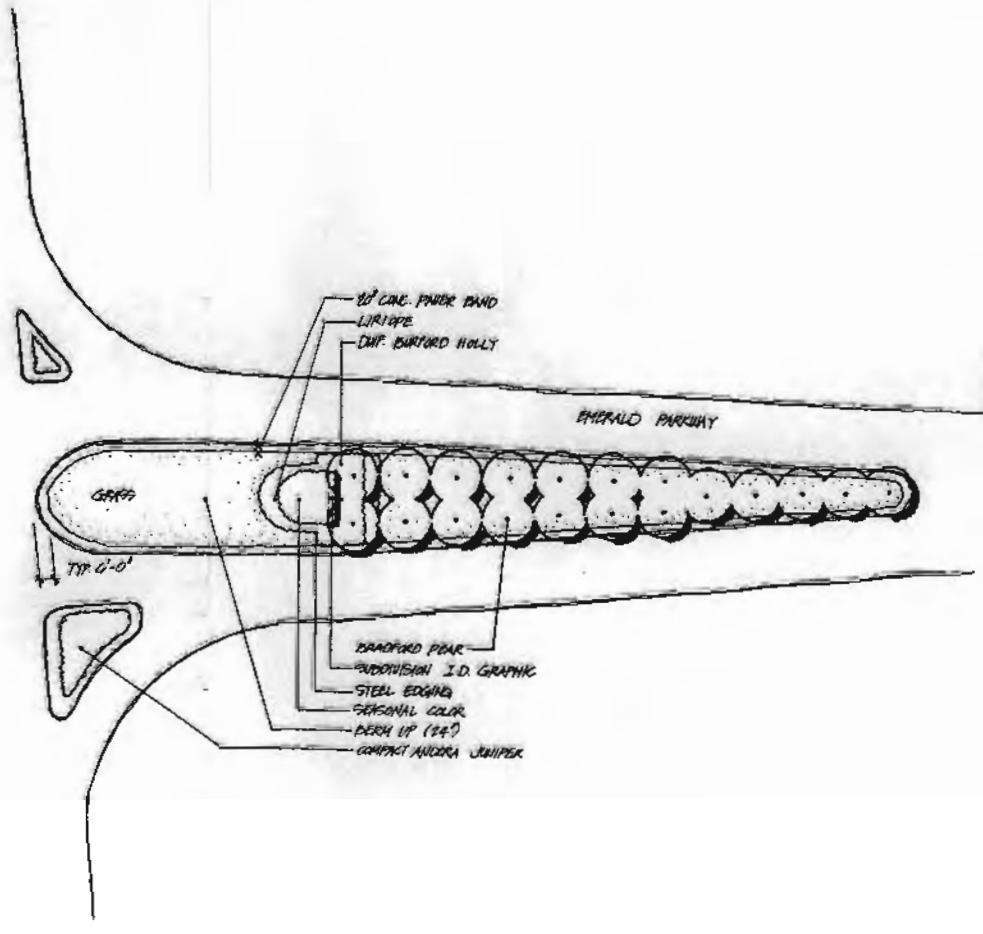


Figure 48 - City ID at Type Two Portal







F.M. 2818
PORTAL TYPE 2

COLLEGE STATION, TEXAS
STREETSCAPE PLAN

NEWMAN JACKSON BIEBERSTEIN, INC.

Type Three Portals. These portals are so designated because of the nature of their use and the amount of traffic passing through the intersection. Three areas about the City have been identified as Type Three Portals:

- Holleman Drive and Southbound Service Road of the East By-Pass
- West Luther Drive and FM 2818
- Wellborn Road at the Bryan City Limit Line

These portals will consist of vertically oriented sign markers located in planting areas of low shrubs and seasonal color. Bordering each R.O.W. in locations where no existing trees conflict would be rows of ornamental trees (Bradford Pear). Refer to **Figures 49-51.**

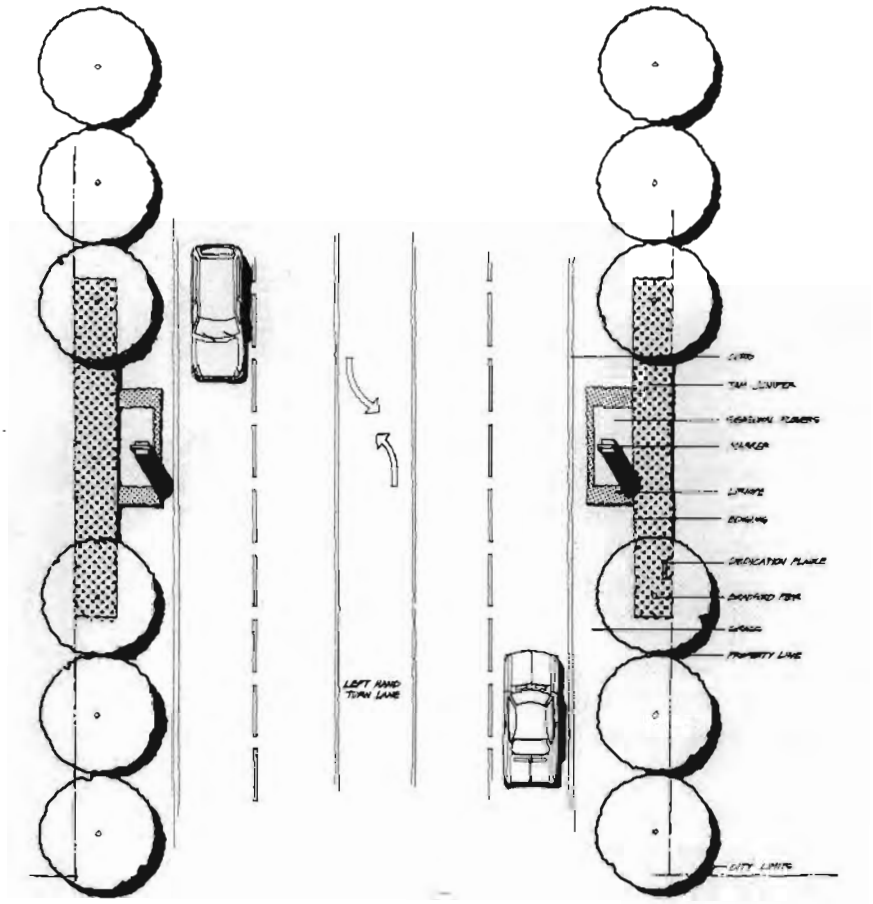


Figure 50 - Plan - Type Three Portal

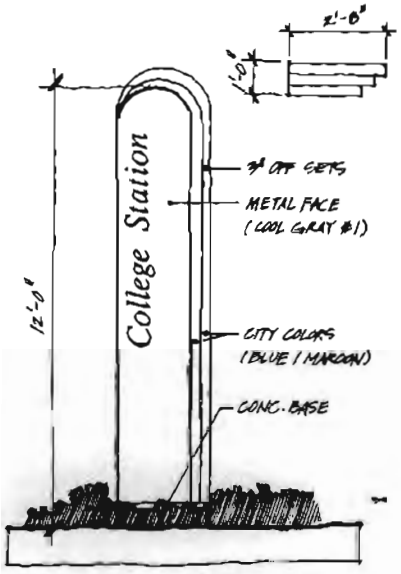


Figure 49 - Portal Marker

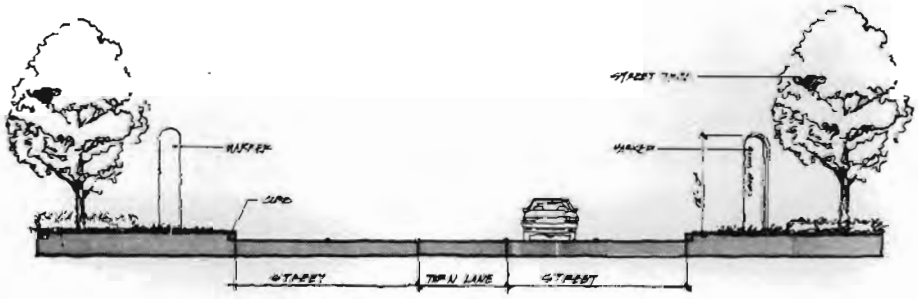


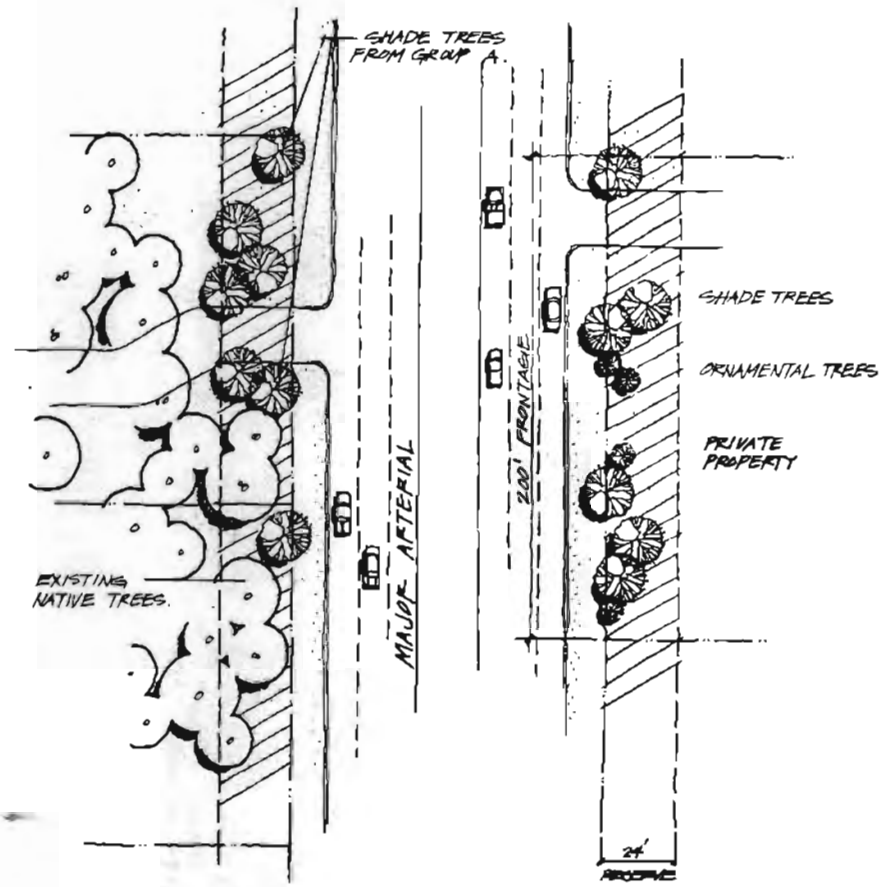
Figure 51 - Cross Section - Type Three Portal

Major Arterials

Major arterials within the City, with the exception of the Special Streets of University Drive and Texas Avenue, shall receive street tree plantings as indicated by **Figure 50**. Trees shall be planted in loose informal arrangements with a density of one tree per twenty-five (25) lineal feet of frontage. Two ornamental trees may be substituted for one shade tree. Shade trees shall be selected from the group of trees listed in **Figure 52**.

Special Arterials - University Drive and Texas Avenue

University Drive and Texas Avenue public R.O.W. shall be planted with Water Oaks in the at a spacing of 60'-0". The Texas Avenue area fronting Texas A&M University shall be planted with Live Oaks. This formal planting is recommended to provide a visual unifying element in these areas of varied commercial uses. In areas where existing overhead utilities conflict with large canopy tree placement, smaller ornamental trees (tree yaupon) will be planted at 18' o.c. as a temporary measure until the utilities can be relocated and the larger trees installed permanently. Reference **Figure 53**.



PROVIDE 1 SHADE TREE PER 25' L.F. OF FRONTAGE PLANTED IN RESERVE

200' = 8 SHADE TREES PLANTED 25' LOOSELY ALONG FRONTAGE.

2 ORNAMENTAL TREES MAY BE SUBSTITUTED FOR 1 SHADE TREE.

SHADE TREE FROM GROUP A.

GROUP A. SHADE TREES.	ORNAMENTAL TREES.
CEDAR ELM.	RED BUD.
LIVE OAK.	TREE YAUPON.
WINGED ELM.	CRABAPPLE.
WATER OAK.	SUMAC.
TEXAS PISTACHE.	POSSUM HAW
POST OAK.	HAWTHORN
BURR OAK.	
RED OAK.	
GOLDENRAIN TREE.	

Figure 52 - Major Arterials

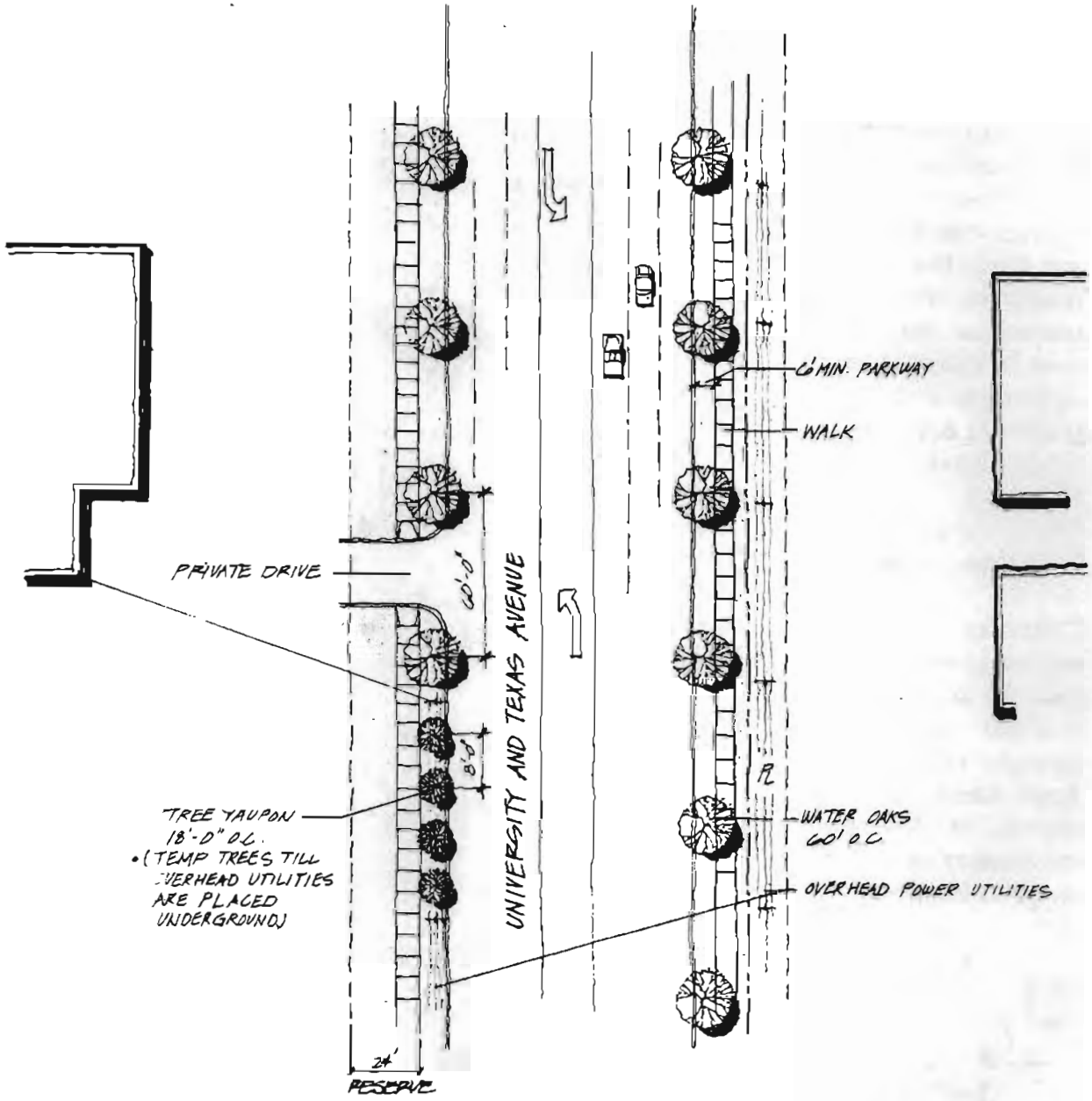


Figure 53 - Special Major Arterial
University Drive and Texas Avenue

Minor Arterials

Along minor arterials it will be required in commercial areas that the landscape reserve be planted with a loose and informal arrangement of trees with a density of one tree per 32 lineal feet of reserve. Two ornamental trees can be substituted for one shade tree. In residential areas along minor arterials it is encouraged that large canopy trees be planted in loose arrangements in the front yard of residential lots. Plants shall be selected from the list shown in **Figure 54**.

Collectors

Collectors occur mostly in residential areas. It will not be required to landscape collectors however property owners are strongly encouraged to plant large canopy trees and ornamentals in loose informal arrangements in the front yard. Refer to **Figure 55**.

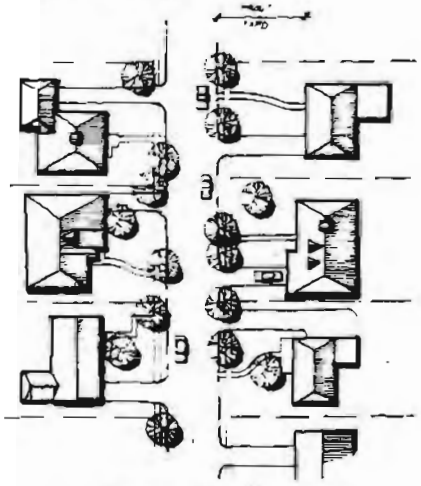
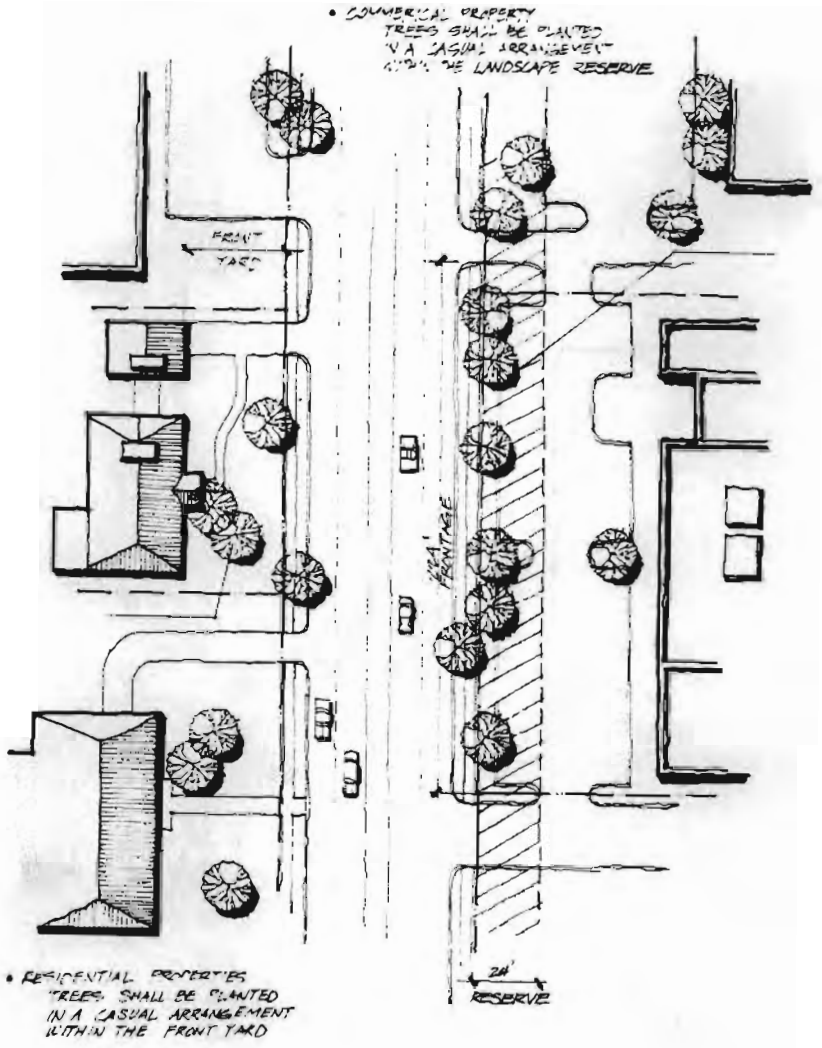


Figure 55 - Collector



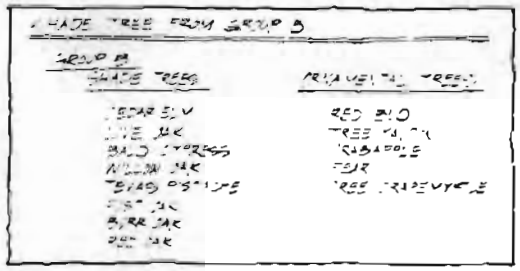


Figure 54 - Minor Arterial

Streets Crossing Floodplains and Parks

In many instances about the City, thoroughfares cross linear parks and floodplains in which mature, native vegetation exists. In these instances it is recommended that the tree planting occurring on that particular thoroughfare be blended into the informal, natural feel of the parkland. Refer to **Figure 56**. This is particularly important in the case of the special streets of University and Texas Avenue where formal rows of oak trees have been recommended as street tree plantings.

Where thoroughfares are widened across floodplains, requiring expansion of bridges and culverts and necessitating removal of existing vegetation to complete construction, such areas should be re-vegetated using native material in masses that blend into the existing character of the remainder of the floodplain.

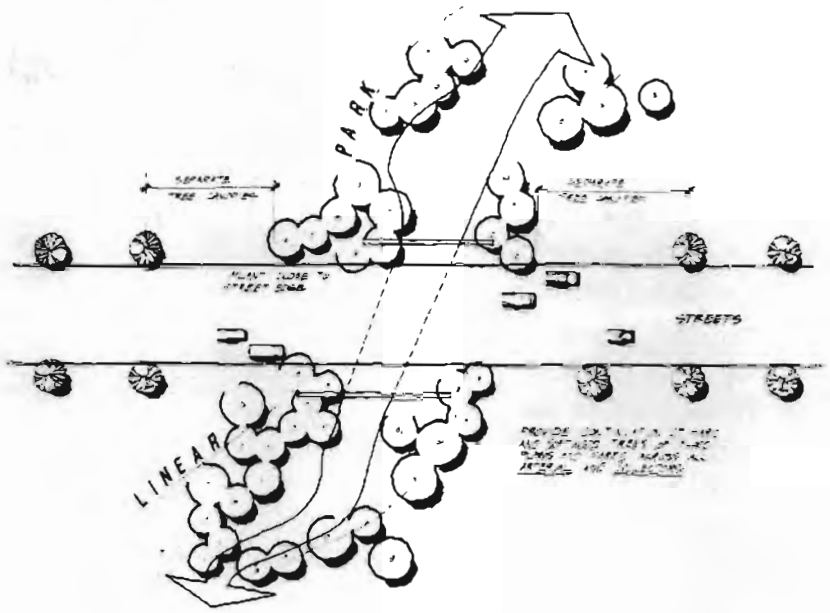


Figure 56 - Streets Crossing Floodplains and Parks

Typical Intersection Medians

In order to give an additional measure of traffic separation as well as visual importance to specific intersections about the city, it is recommended that medians be introduced as shown by **Figure 57**. The existing street cross section would make a transition to a fourteen (14) foot width median beginning approximately 325 feet from the intersection. A four (4) foot median would separate on-coming traffic from the left-hand turn lane. Medians would be landscaped as shown in the prototypical plan with groundcover, low growing shrubs, flowering ornamental trees and large canopy trees.

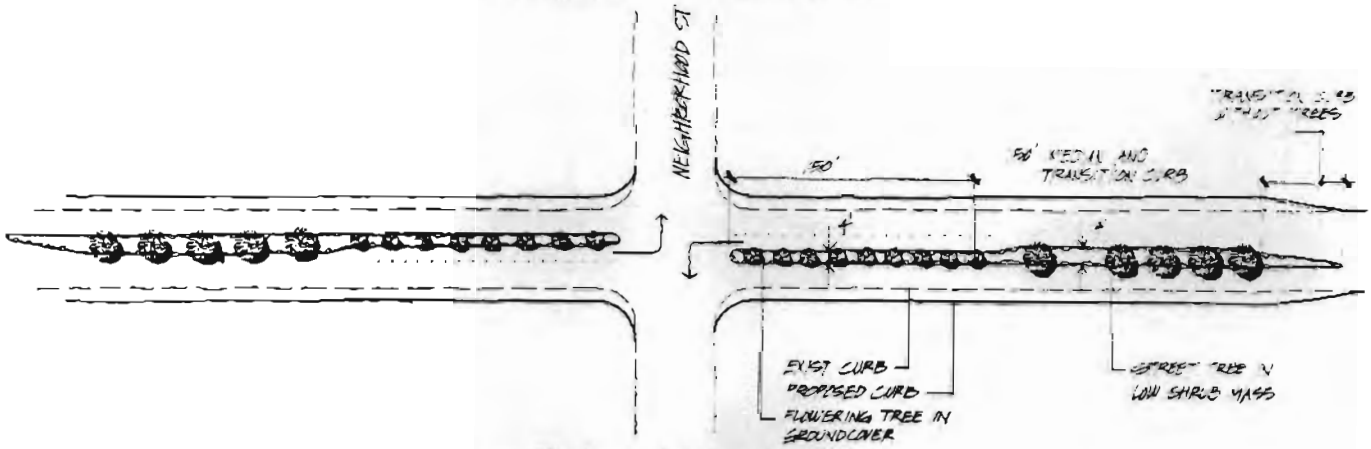


Figure 57 - Typical Intersection Medians

Special Intersections

This study has identified two special intersections of major symbolic importance that should receive special design treatment of enriched paving. Texas Avenue and University Drive and Texas Avenue and George Bush Drive should receive special emphasis because of their location with respect to the City and the University.

As indicated in **Figure 58** these two special intersections shall be paved with a heavy sandblast finish concrete with trowelled banding radiating from a center of concrete pavers. A circular band of pavers ties the intersection together and provides visual relief from the heavy use of concrete. Special insets of fractured face concrete pavers will add detail and further visual relief to the intersection.

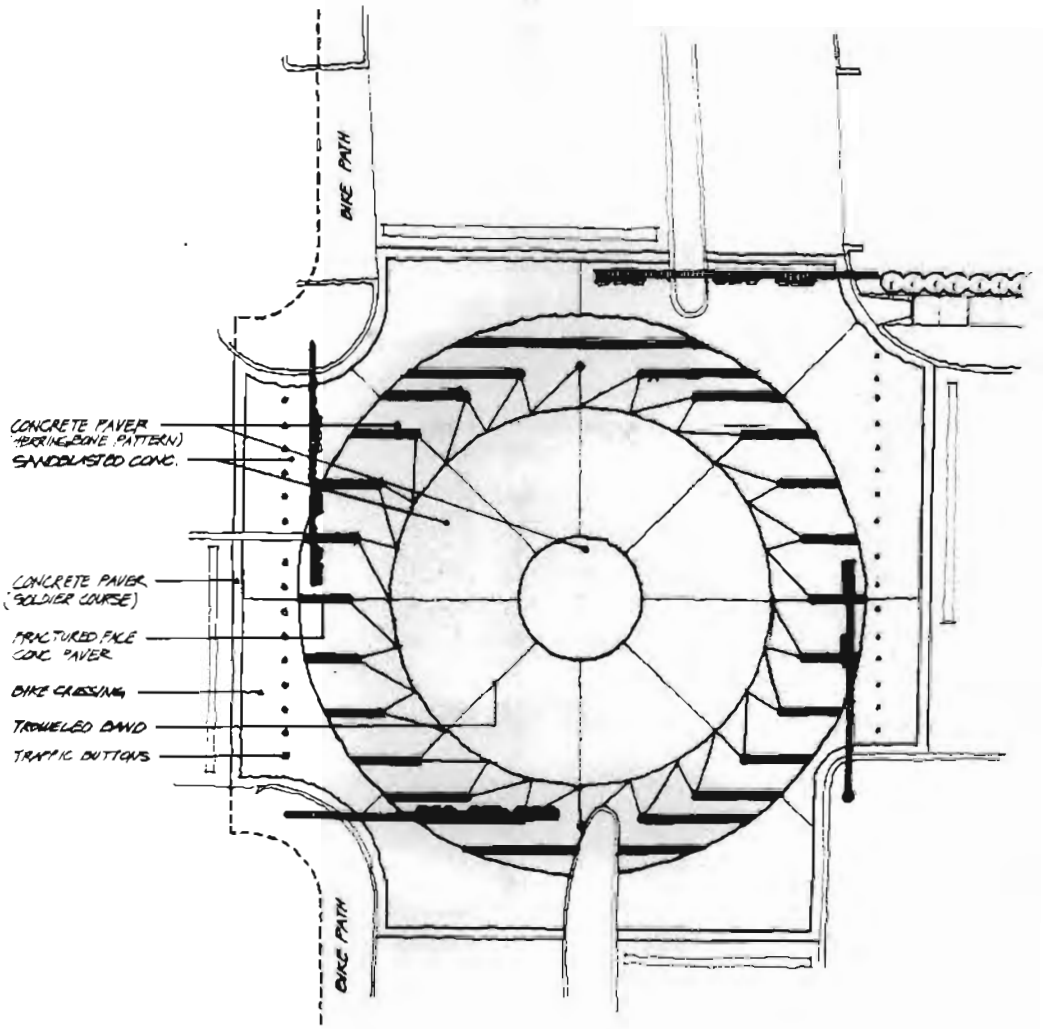


Figure 58 - Special Intersections

Major Intersections

Other intersections have been identified about the city that, because of their significance, should receive special emphasis beyond the standard street intersection. These intersections are:

- Texas Avenue and Fm 2818
- Texas Avenue and Harvey Road
- University Drive and Tarrow
- Fm 2818 and Wellborn Road
- FM 2818 and George Bush Drive

As **Figure 59** illustrates, these intersections should be developed to a lesser degree than the special intersections. A circular form of concrete pavers will occur in the intersection itself with the field of pavers done in a herringbone pattern bordered by a four (4) foot strip of pavers laid in a contrasting pattern. Crosswalks will be defined by bold rectangles of white paint. The name of the City will be placed within the crosswalk zone at the far left lane of each intersection point.

Where existing vegetation or structures do not conflict, a 150 foot long double row of red crepe myrtle shall further define the corners.

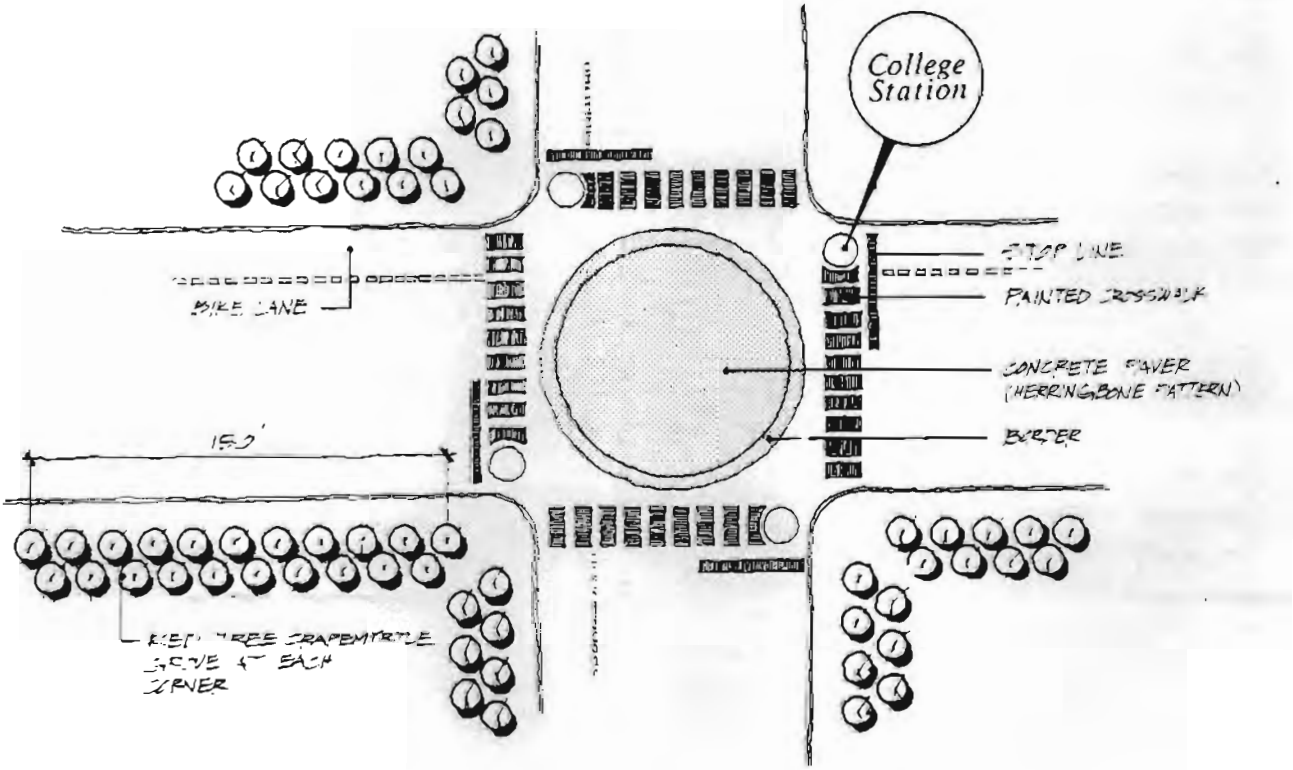


Figure 59 - Major Intersections

SPECIFIC AREA PLAN RECOMMENDATIONS

Four specific areas were identified by City Staff at the inception of this study in an effort to "test" the streetscape guidelines and criteria as well as to give design direction to important visual areas of the City:

- The **Northgate Area** defined as the 300 and 400 blocks of University Drive northward to Church Street

- The **Eastgate Area** at the intersection of Texas Avenue and Walton Drive

- **Texas Avenue** from University south to Dominik Drive

- The **City Entry** location at University Drive and FM 2818

The following plans and narrative describe the major proposals and recommendations for each special area.

Northgate

The Northgate area has been a traditional student "hang out" for many years with student oriented service establishments comprising the bulk of the land use. There is always activity in this area resulting in conflicts between pedestrians, vehicular traffic, and service vehicles.

The recommended modifications to this area are illustrated on **Exhibit 17** and address the following major concerns.

- Organize and increase amount of parking.

- Minimize conflicts between pedestrians, service vehicles and privately owned automobiles

- Provide additional patron congregating points

Major elements of the plan are:

- Realignment and redevelopment of Patricia Street into a pedestrian oriented service corridor. Through traffic would be prohibited however vehicular access to parking areas at the rear of the Texas Aggie Bookstore and Two Pesos Restaurant would be allowed.

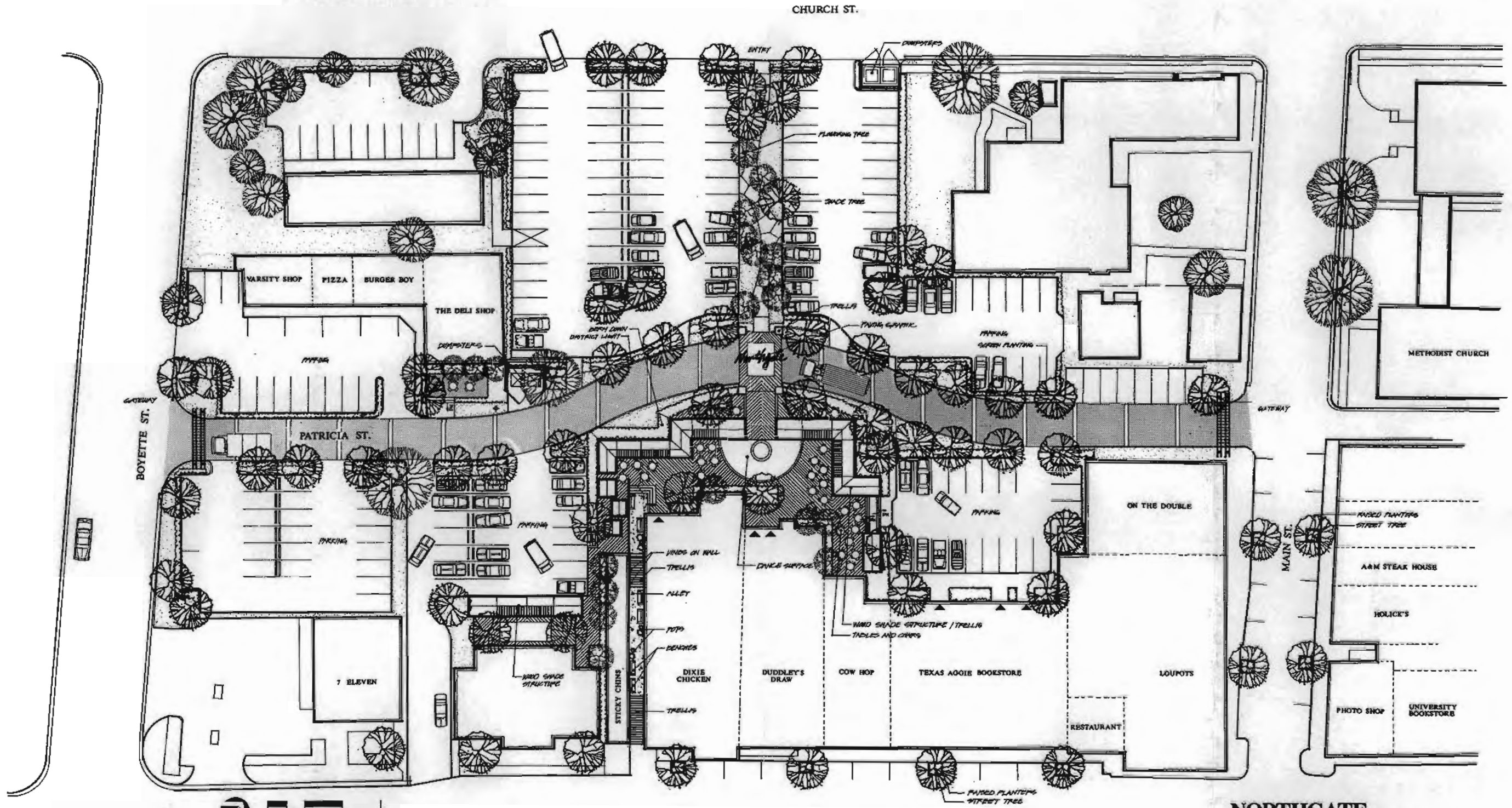
- Opportunity to create and develop rear entries into the business establishments and an enlarged patron congregating area at the rear of the three major night spots in the area.

- Complete redevelopment of all parking between University and Church. It is recommended that the City take control of these areas and install meters or other appropriate control devices. All parking areas should be paved and striped. Recommended reconfiguration provides for thirteen additional cars in the area.

- Provision for clear avenue of pedestrian circulation from parking to business establishments.

- Clustering of dumpsters into two specific locations to allow for more flexibility in developing amenities along Patricia Street.

- Introduction of special lighting and other amenities such as site furniture and planting that give character and identity to the zone.



PARKING QUANTITIES

Existing Spaces: 213 spaces
Proposed Parking: 226 spaces

NORTHGATE PILOT PROJECT

COLLEGE STATION, TEXAS

STREETSCAPE PLAN

NEWMAN • JACKSON • BIEBERSTEIN, INC.
LANDSCAPE ARCHITECTURE URBAN AND DEVELOPMENT PLANNING

Eastgate Park at Walton Drive and Texas Avenue

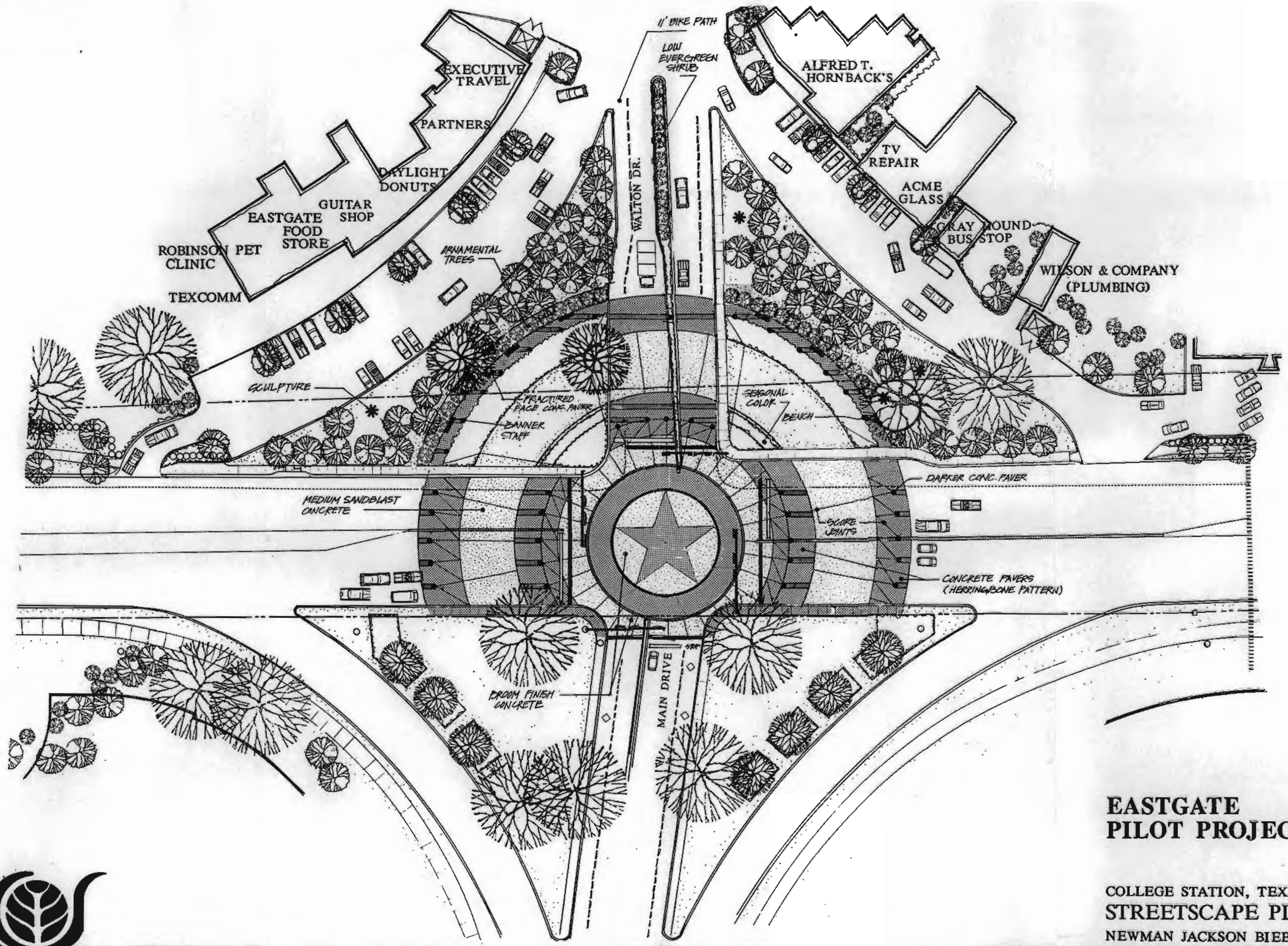
The Eastgate area has for years portrayed a stepchild image to that of the grand ceremonial drive into Texas A&M University. While the public green spaces east of Texas are generally well maintained, the instability of the commercial area has given the area an image of neglect and shabbiness.

The plan for Eastgate (**Exhibit 18**) recaptures additional greenspace by eliminating the free right turn lanes off Texas and Walton. This facilitates the creation of a larger open space that is more in scale with the intersection. A grass berm five feet in height on either side of Walton provides additional focus to eastward views from the University. Additional plantings of large canopy trees and crape myrtle further define the area.

A sidewalk traverses the area lined with benches and beds of groundcover and seasonal color. Banner staffs line the walk with banners that graphically relate to seasonal activities or special events.

The Walton Drive median is redeveloped with low groundcover and ornamental trees.

Paving in the intersection of Texas and Walton is recommended to be enriched through the use of sandblasted concrete and concrete pavers as indicated on **Exhibit 18**. A circular form of concrete pavers and a five pointed star fill the intersection.



EASTGATE PILOT PROJECT

COLLEGE STATION, TEXAS

STREETSCAPE PLAN

NEWMAN JACKSON BIEBERSTEIN, INC.

Texas Avenue from University Drive to Dominik Drive

This special project area fronts entirely on the east border of Texas A&M University and has for years contained a mixture of land uses from residential near the intersection of George Bush to public and institutional and retail/commercial. This variety of uses, coupled with a lack of screening controls on parking, has resulted in a mixed image along this important thoroughfare from pleasant on the southern end to harsh and cluttered on the north.

The basic thrust of this pilot project has been to provide a streetscape treatment that unifies the images of the uses on the east side of Texas and provides an appropriate image to the University on the west. Refer to **Exhibit 19**. The following are the major recommendations of that plan:

- Installation of Live Oak street trees on the east side of Texas at 60'-0" O.C. to unify the various land uses along the thoroughfare. Where R.O.W. width and existing conditions allow, this should be a double row to further reinforce this eastern edge.

- Require consistent screening of parking with plant material within the commercial and public/institutional land uses.

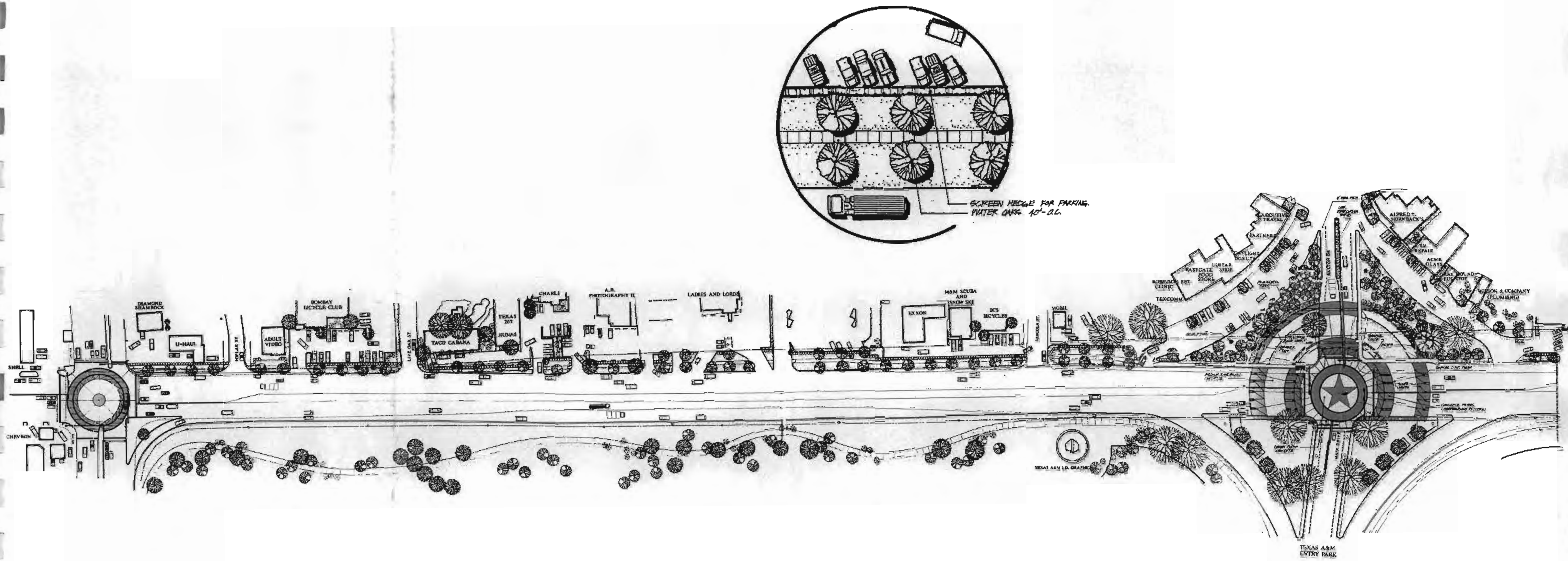
- Provide a sidewalk along the east side of Texas for pedestrian only. It is recommended that this walk be at least six (6) feet in width but that final width be determined by anticipated pedestrian volume.

- Relocate all utility lines behind the commercial establishment in alleys or easements, or place them underground.

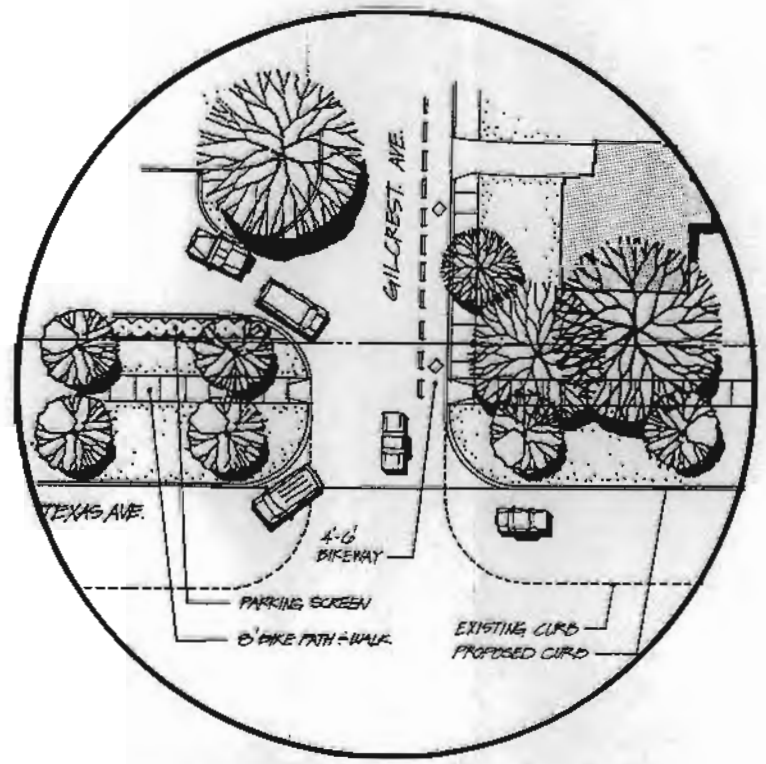
- Redevelop Eastgate Park into an important public focal space at the Main Entrance to Texas A&M University.

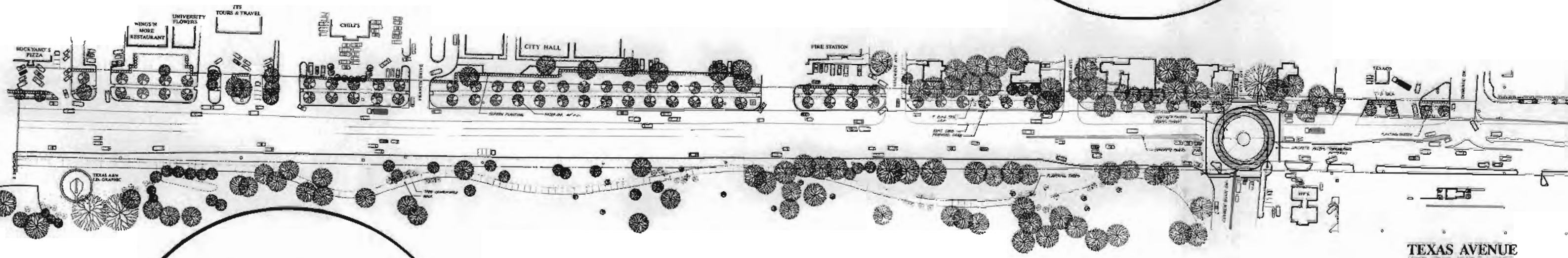
- Encourage TDHPT to minimize southbound left turn movements along Texas.

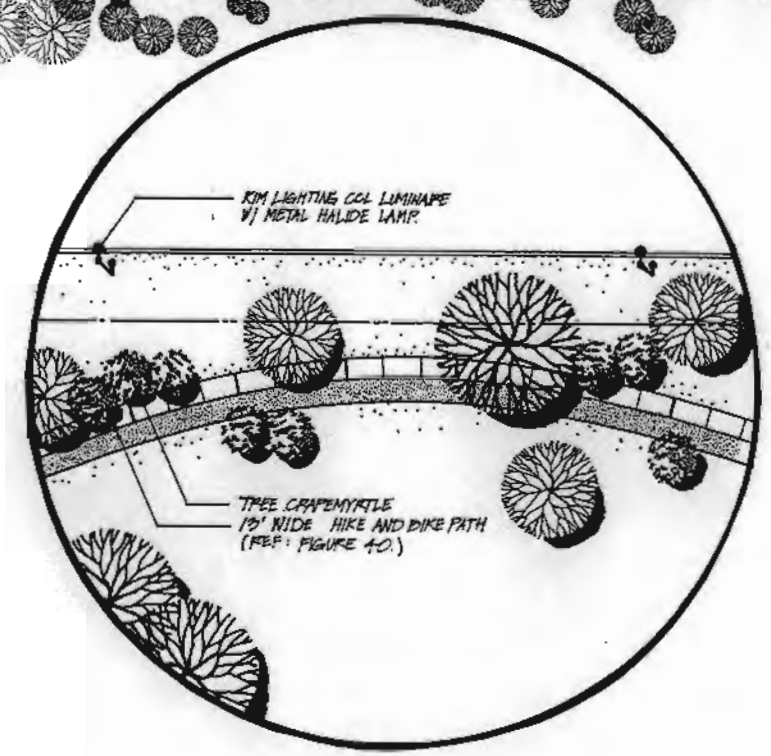
- Encourage Texas A&M University to develop a hike/-bike trail in an informal free form alignment along the east frontage of the campus as part of the east edge renovation outlined in the Campus Master Plan dated April 1990.



SCREEN HEDGE FOR PARKING.
WATER OAKS 40'-O.C.
SHELL
CHEVRON
DIAMOND SHAMROCK
U-HAUL
BOMBAY BICYCLE CLUB
ADULT VIDEO
TACO CABANA
TEXAS 207
HUNAS
CHARLI
A.B. PHOTOGRAPHY II
LADIES AND LORDS
EXXON
M&M SCUBA AND SNOW SKI
BCS BICYCLES
MOBIL
ROBINSON PET CLINIC
TEXCOMM
FASTGATE FOOD STORE
GUITAR SHOP
EXECUTIVE TRAVEL
PARTNERS
ALFRED T. HOENBACK'S
ACME GLASS
TEXAS A&M ENTRY PARK







TEXAS AVENUE PILOT PROJECT

FROM UNIVERSITY DR. TO DOMINIK DRIVE

COLLEGE STATION, TEXAS

STREETSCAPE PLAN

NEWMAN + JACKSON + BIERMSTEIN, INC.
LANDSCAPE ARCHITECTURE URBAN AND DEVELOPMENT PLANNING

City Entry - University and FM 2818

This pilot project provides the first image of entry to the City for those motorists approaching from the west and from the north and south utilizing the west by-pass.

The basic concept of this project has been to utilize the overpass and its surroundings as much as possible in developing this portal so that the scale of the entry is appropriate related to its surroundings. Refer to **Exhibit 15** for this project.

The major recommendations of this project are:

- Placement of sign blades on the overpass announcing the name of the City and which also graphically point the direction to College Station.

- Planting masses of evergreens and ornamental trees to provide further definition of this space as a portal.

- Planting of broad drifts of wildflowers to add color and scale to this portal.

IMPLEMENTATION

- *LANDSCAPE COST SHARING PROGRAM*

- *EXISTING ORDINANCE REVIEW AND REVISIONS*

Introduction

The impact of the streetscape on the overall environment of College Station is substantial. The actions required to achieve the implementation of the project are equally impacting on the City, its economic context, and the administrative policies and process now controlling the development along thoroughfare corridors. The action of this study alone implies an administrative understanding of the need to alter the quality of the streetscape environment. Public/private committee reviews of this study indicates their recognition of the significance of this type of improvement to their operations and property value.

Throughout the design process, care was given to not only installation costs, but to the ongoing cost and ease of maintenance. Thus much of the proposed design may be implemented through the ongoing redevelopment process. However, should the timing for implementation be advanced to take advantage of today's lower costs, more extraordinary measures would be essential.

Funding Options

Landscape Cost Sharing Program. Of vital importance to the implementation of streetscape improvements is the identification of appropriate funding sources.

Although hampered by processing time and a loss of project control, the State Department of Highways and Public Transportation (SDHPT) has a Landscape Cost Sharing program that could provide a portion of the funding of improvements along the state highways that pass through the City.

This program classifies landscape projects as:

- *Highway Landscape Projects* - Those projects which, after installation, give the visual impression of belonging to the highway route rather than being an extension of adjacent private property. The State will fund up to 50 percent of the total cost of this type of development.

- *Pedestrian Landscape Projects* - Those projects which give the impression of being an extension to adjacent private or public property outside the highway corridor. The State will fund up to 50 percent of the cost of the material only. These types of projects are subject to other restrictions based on location, nature of the design, etc.

City portals at the Highway 6/East By-Pass/Texas Avenue interchange, East By-Pass/University Drive, and FM 2818/University Drive should be eligible as *Highway Landscape Projects* while the balance of the streetscape improvements to University and Texas (i.e. Northgate, Eastgate, and Texas Avenue) would be classified as a *Pedestrian Landscape Project*.

Every effort should be made to facilitate public/private cooperation in implementing this plan. In many instances, the speed with which the private sector can proceed will reduce a project's cost by minimizing unnecessary delays. On the other hand, the authority of local government may permit the accomplishment of certain improvements which cannot be completed in the private sector.

Evidence of increases in economic value due to streetscape improvements exists now in other cities which have implemented a plan. Dallas, Addison, the Las Colinas section of Irving, Plano, and Coppell all claim varying degrees of increase of economic value due to the positive effects of a streetscape program. Clearly this evaluation should focus not only on the value to the automobile user and the pedestrian user, but also the value to the community at large, to the pedestrian and to the abutting property owner.

The streetscape redevelopment

must be viewed as an opportunity to achieve design continuity with a focus on economy and efficiency of maintenance. Clearly it offers the chance to eliminate the clutter of the present environment, to facilitate new projects, to reassure citizenry and the property owners of the potential return value of their investment.

Capital Improvement Programs. This is the primary avenue of funding capital improvements for the City. Development under this method might be two to three years away. The proposed bond program might provide full or matching funds, depending on the type of program. Since bonds required voter approval, it will be essential to gain support of the citizenry for this type of improvement program. Candidate projects for a bond issue could be:

- Northgate Improvements
- Portals to City
- Eastgate Park

Joint Development. The City should continue to explore ways to implement a project jointly with a developer of a large tract bordering a potential streetscape project such as University Drive. Potential projects to consider with TAMU are:

- Eastgate Park
- Intersection Improvements at Texas Ave. and George Bush Drive; Texas Ave. and University Drive and Wellborn Road and George Bush Drive.

Non-profit Fund. Under the direction of either the private or public sector, a non-profit fund could be set up to receive funds from concerned individuals, organizations or institutions which would be directed toward streetscape improvements within the City. By having an ongoing administrative mechanism, donations to such a fund could be actively sought and encouraged on a regular basis.

Reimbursement to Private Sector. There are established precedents in other cities to indicate that where a private developer wished to precede the City in developing in the public R.O.W. according to the prescribed guidelines, the City with guarantee return of investment when funds become available.

Incentive Zoning. Though this avenue is open to the City currently, careful control is needed to assure the right exchange of value. The intent of the program is to allow developers additional flexibility in their projects, but only if additional streetscape amenities are included in their plans. Here the City could also require a percentage of construction costs for art objects in the trade-off program. This method gas been used in other cities. however the demands and guidelines for the streetscape amenities were not specific enough to guarantee quality development for pedestrian usage. The City needs to carefully evaluate the recommendations to assure compliance with the intent to gain significant pedestrian benefit.

Tax Increment Financing. Other cities have used this financing method with success on various improvement projects, but it has yet to be applied to a streetscape program. It involves designating a certain area as a tax increment district. Tax revenues from that area which flow to the taxing bodies are frozen at the current level for a specified number of years.
As new development take place within that district, the additional tax revenue generated by those projects is allocated to pay off bonds that were issued to finance public improvements in the district. In this manner, both the public and private sectors and the pedestrian benefit, and the streetscape is enhanced in a coordinate manner at the present time.

Special Assessment District. This idea can take many forms, either as a governmental unit or as a private unit. The intent of the unit is to recognize the common goals, the unique requirements and special treatment required to maintain desirable levels of improvements. The district may be set up for capital improvements or simply for the purpose of funding special operating requirements.

Existing Ordinance Review and Revisions

The success of the Streetscape Plan and Guidelines and criteria will, in a large part, be determined by how well City of College Station policies and ordinances are written to encourage and direct their implementation. The ordinances ought to reflect the philosophy, and the goals and objectives of the City Leadership regarding the image of its thoroughfares and commercial areas. To that end the sections of the existing Zoning Ordinance pertaining to Parking and Landscaping were reviewed and the following revisions/additions to the ordinance are recommended:

1. Parking requirements stipulate a minimum eight foot (8') raised buffer between public R.O.W. and parking. No other criteria or guideline addresses buffer strips or landscape setbacks. This tends to encourage parking out to property lines in commercial areas.

It is recommended that the landscape reserve (buffer strip) requirements at site perimeters be increased from 8 foot minimum to 24 foot minimum at major and minor arterials. Existing trees located in these landscape reserves will be required to be preserved and areas of reserves that have no trees will be landscaped as follows:

- Major Arterials - One shade tree (min 4" cal.) per 25 lineal feet of landscape reserve. Two ornamentals may be substituted for one shade tree. These trees should be loosely spaced in an informal arrangement.

- Texas Avenue and University Drive - Place Water Oaks (min. 4" cal) at 60 feet on center. Where overhead utilities conflict, small trees (tree yaupon, minimum 8'-10' ht.) will be planted until utilities are placed underground.

- Minor Arterials - Provide one shade tree (min. 4" cal.) or two ornamental trees per 32 lineal feet of landscape reserve.

In return, lessen the requirement for interior parking area islands and related landscaping as further explained below.

It will be a requirement to attain 300 points for every 50 lineal feet of landscape reserve that exists on a property.

2. It will be a requirement to screen surface parking from major and minor arterials through the use of the following:

- *Planting Screens*
- *Berms*
- *Structural Screens*

Parking requirements also dictate specific guidelines concerning placement and configuration of interior parking islands to encourage landscaping and break up large expanses of paving. It is recommended that more flexibility be allowed in parking area design and landscaping by modifying this requirement in the Parking Requirements section of the Zoning Ordinance as outlined below:

- To give some additional control over tree densities in parking areas, require parking spaces to be located no further than 75 feet from the trunk of a

large canopy tree.

- In lieu of requiring a raised island of 360 square feet for every 15 spaces on interior parking rows allow a raised tree island of 36 square feet (6' by 6').

3. Require screening of off-street loading areas, dumpster locations, and utility connections from public streets and residential adjacencies.

4. Drop the requirements and 'Points-Awarded' for shrubs and groundcover.

5. Incorporate into landscape ordinance a set of soil requirements that stipulate minimum acceptable standards for soil depths, dimensions, and basic composition.

6. Require an automatic sprinkler system for all required screening and street tree installation. Recommend 100 feet minimum spacing rather than 150 feet for hose connections.

7. Allow point credit for special amenities:

- Use of enhanced paving at vehicular paved areas
- Use of permeable enhanced paving
- Use of enhanced paving at pedestrian paved areas
- Use of plazas, fountains, ponds, and seating areas.

8. Require for use of street trees that:

- Extend along a minimum of 80% of the total street frontage of a lot.
- Are spaced no more than 60 feet apart.

- Rework point allocation on existing and new trees in order to encourage existing tree preservation. See new recommendations in Table Two below.

- Require a 12 month time frame to bring existing non-conforming developments into compliance with the revised landscape ordinance when there is a property ownership change or a building permit application for any modifications to properties located on major or minor arterials.

9. Modify the current requirement pertaining to visibility triangles in Section Eight of the Zoning Ordinance to restrict placement of vegetation in a triangular area formed by the intersection of

TABLE TWO
COLLEGE STATION LANDSCAPE ORDINANCE
POINT ALLOCATION TABLE

ITEM NAME	SIZE	CURR PT. ALLOCATION	PROP PT. ALLOCATION
Unprotected Existing Canopy Tree	2"-14.5" cal.	15	15
Protected Existing Canopy Tree	2"-4.5" Cal.	50	50
Protected Existing Canopy Tree (barricade @ 1' of radius for each 1" cal)	Min 4" cal.	pts. vary 0 - 300	200 - 300
New Canopy Tree (containerized or boxed)	Min 4" cal.[3]	200	200
New Canopy Tree (balled and burlapped)	Min 4" cal.[3]	75	100
New Canopy Tree (cont. or B&B)	1-3" cal.[3]	75	50
Non Canopy Tree	Min 5'-6' ht.	40	40
Shrubs	min 5 gal & 1 gal for Dwarfs	10	0
Groundcover		10/100 sf	0
Special Amenities * Enhanced Paving	-	0	300[4]
Plazas, fountains, ponds, etc.	-	0	50[5]

Notes:
1. Current ordinance requires a min. 4.5' barricade and grants points in a graduating scale downward based on size of tree. Revision would require a minimum barricade of 1' for every 1" of tree caliper. Points awarded would be based on tree size.
2. Current ordinance requires a 3.5" cal. min. Revision would make minimum size 4" cal.
3. Use of tree smaller than 4" would require special approval by Zoning Official and should only be proposed when conditions preclude use of larger trees.
4. 300 points would be awarded when at least 25 percent of all outdoor vehicular pavement area on the lot consists of enhanced paving.
5. 50 points is awarded for each one percent increment of lot area covered by publicly accessible special pedestrian facilities and features such as plazas, covered walkways, fountains, lakes and ponds.

two streets or the intersection of driveway or alley with a street. The current requirements call for a setback of twenty-feet from intersecting property lines. Proposed modification would measure the setback from curb or paving intersection points with a 20' setback for street/driveway/alley and a 45' setback for street intersections.

Streetscape Maintenance Responsibilities

Unless there is a commitment of both the public and private sector to maintain the improvements recommended by this study, then the long term benefit to the citizens by the program are never going to by realized. In that regard, it is important to outline maintenance responsibilities of the streetscape elements clearly so that both public and private sector understand their respective responsibilities. The following are recommendations as to the general responsibilities of each:

Public Responsibilities

- Maintain all improvements (softscape and hardscape) occurring in public parks (i.e. Eastgate Project, etc.) and in medians.
- Maintain all light fixtures, banners, and other special amenities occurring on City property.
- Maintain all softscape improvements and State Highway interchanges for minimum of 24 months.
- Maintain all special amenities (i.e. portal graphics, special paving, benches, irrigation systems, etc.) on State R.O.W.

Private Responsibilities

- Maintain all softscape and hardscape improvements including irrigation occurring within the specific properties and within the public R.O.W. bordering the specific properties. Required landscaping must be maintained in a healthy, growing condition at all times. The property owner is responsible for regular weeding, mowing of grass, irrigating, fertilizing, pruning, and other maintenance of all plantings as needed.
- Maintain all required parking and dumpster screening.
- Maintain all interior lighting, signage, and special amenities.

APPENDIX "A"
SOILS DESCRIPTION

SOIL NAME	SYM	DESCRIPTION
Axtell Fine Sandy Loam	Aa	Light colored soil of low productivity occuring on gently sloping upland near the Brazos River. Natural vegetation consists of scrubby hardwoods and bunchgrass.
Crockett Fine Sandy Loam - 1 to 3% Slope	Cc	Crusty soil occuring in gently sloping upland. Moderately fertile and responds well to fertilization.
Crockett Fine Sandy Loam - 3 to 6% Slope	Cd	Similar in profile to Cc, but more susceptible to erosion due to thin surface layer. Low permeability and promotes rapid runoff and resultant erosion.
Edge Fine Sandy Loam - 1 to 3% Slope	Ea	Light colored acid soil of poor productivity. Low natural fertility, but responds well to fertilizers. Droughtiness restricts productivity.
Edge Fine Sandy Loam - 3 to 8% Slope	Eb	Thinner surface soil than Ea, unsuitable for cultivation and poor for pasture. Its most practical use is woodland pasture.
Gowen Clay Loam - 1 to 3% Slope	Ga	Gray, slightly acid clay loam occuring in floodplains and along local streams made up of sediments washed from nearby uplands.
Gowen Pine Sandy Loam - 3 to 8% Slope	Gb	Similar to Ga occuring in small irregular areas that are flooded once or twice a year in Spring. High natural fertility.
Gullied Land	Gd	Consists of areas severely cut by gullies; has no economic value and most areas have no vegetation.
Houston Hunt Clays - 3 to 6% Slope	Hb	Fertile, moderately productive clayey soil occuring in uplands. The soil erodes easily and its natural fertility is moderately too high.
Lufkin Fine Sandy Loam - 0 to 1% Slope	Lc	Moderately fertile, crusty, claypan soil occuring throughout the area. Since compact claypan is impervious to water plants scoffer during the hot, dry weather.
Lufkin Fine Sandy Loam - 1 to 3% Slope	Ld	Similar to Lc except much more susceptable to erosion.
Lufkin Edge Complex - 1 to 3% Slope	Le	Similar to Lf with low natural fertility and tendancy for droughtiness. Occurs mostly in southern parts of the area.
Lufkin Edge Complex - 3 to 8% Slope	Lf	Highly erodable claypan soil unsuitable for cultivation. Low productivity, but supports shade and ornamental tree growth.
Ochlockonee Fine Sandy Loam - 0 to 1% Slope	Oa	Productive, well drained, bottomland soil occuring along small local streams. Native vegetation is dense cover of oak, elm, hackberry, and ash.
Tabor Fine Sandy Loam - 1 to 3% Slope	Ta	Pale brown, slightly acid fine sandy loam of moderate to low productivity. Native vegetation consisting of scrubby, hardwood forest.
Labor Loamy Fine Sand - 1 to 3% Slope	Ta	Pale brown, slightly acid loamy fine sand responsive to fertilizers and good management. Drought resistant.
Wilson Clay Loam - 1 to 3% Slope	Wb	Moderately productive loamy soil occuring in upland areas. Natural fertility is moderate and soil leans toward droughtiness.

APPENDIX "B"

RECOMMENDED PLANT PALLET

The list of plant materials, located in the Appendix of this report, should be used in future development. The plant materials included should comprise the major components of landscape development. Since these materials serve a specific function, any variance would tend to weaken the overall design intent.

The plant materials suggested are only those which are considered native or which have proven satisfactory for the College Station area. Careful consideration has been given to selection of plant materials which are considered easy to maintain, generally free of insects and disease, and relatively hardy for this area. Plant materials shown in the list should also be considered for private development, but should not be viewed as the only plants acceptable for use.

COMMON NAME	SCIENTIFIC NAME
TREES	
Shade Trees	
Bald-Cypress	Taxodium distichum
Cedar Elm	Ulmus crassifolia
Chinese Tallow Tree	Sapium sebiferum
Golden Rain Tree	Koelreuteria paniculata
Jerusalem Thorn	Parkinsonia aculeata
Leyland Cypress	Cypress Leyandii
Live Oak	Quercus virginiana
Post Oak	Quercus stellata
Shumard Oak (Red)	Quercus shumardi
Sweet Gum (use with soil modifications)	Liquidambar styraciflua
Texas Pistache	Pistacia texana
Water Oak	Quercus nigra
Willow Oak	Quercus phellos
Winged Elm	Ulmus alata
Lacebark Elm	Ulmus parcifolia
Small Trees and Small Flowering Trees:	
Chaste Tree	Vitex agnus-castus
Crab Apple	Malus (species)
Crapemyrtle	Lagerstroemia indica
Evergreen Pear	Pyrus kawakami
Ornamental Pear	Pyrus calleryana

Small Trees and Small Flowering Trees: cont.

Hawthorn	Crataegus (species)
Loquat	Eriobotrya japonica
Manzanillo Olive	Olea europaea manzanillo
Possumhaw	Ilex decidua
Redbud	Cercis canadensis
Shrub-Althea	Hibiscus (species)
White Eastern Redbud	Cercis canadensis Alba
Yaupon	Ilex vomitoria

SHRUBS

Aucuba	Aucuba (species)
Burford Holly	Ilex cornuta Burford
Cleyera	Cleyera Japonica
Dwarf Burford Holly	Ilex cornuta burfordi nanaa
Dwarf Chinese Holly	Ilex cornuta 'rotunda'
Elaeagnus	Elaeagnus macrophylla
Euontmus	Euonymus colorata
Fraser's Photinia	Photinia fraseri
Indian Hawthorn	Raphiolepis indica
Japanese Ligustrum	Ligustrum lucidum
Juniper Sp.	Dwarf juniper
Pittosporum	Pittosporum tobira
Pomegranate	Punica granatum
Pyracantha (not to be used near pedestrian areas)	Pyracantha (species)
Viburnum	Viburnum (species)
Wax Ligustrum	Ligustrum japonicum
Yaupon	Ilex vomitoria

GROUND COVER

Bigleaf Periwinkle	Vinca major (vinca minor too)
Confederate Jasmine	Trachelospermum jasminoides
Creeping Juniper	Juniperus (species)
English Ivy	Hedera Helix
Hypericum	Hypericum calycinum
Japanese Starjasmine	Trachelospermum asiaticum
Liriope	Liriope muscaria
Monkey Grass	Ophiopogon japonicum
Purpleleaf Honeysuckle	Lonicera Japonica 'chinensis'

VINES

Boston Ivy	Parthenocissus tricuspidata
Carolina Jessamine	Gelsemium sempervirens
Fig Ivy	Ficus pumila
Trumpetcreeper	Campsis radicans mme. galen
Wisteria	Wisteria sinensis